

BROWNSVILLE DAILY HERALD.

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BROWNSVILLE, TEXAS, SATURDAY, SEPTEMBER 4, 1909

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Pure Drinking Water

There is no better water purifier made than

Roberts' Germ Proof Water Filter

This Filter will make the foulest water sparkling and pure. The filtering medium is a natural stone—Nature's way of purifying water. It is simple, durable and modest priced.

HICKS HARDWARE CO.

Shipments from

MISSION

February 17 to May 21, 1909

Onions	128 cars
Cabbages	29 cars
Snap Beans	1 car

MISSION Station was opened December 15, 1908, and the above vegetables billed to San Antonio on a 28 cent rate netted the railroad company between \$7,000 and \$8,000. This is over and above express shipments.

Alfalfa shipments are just beginning. W. L. Rockwell, Irrigation Engineer for the Government, examined the red soil four miles north of Mission, on June 24th, and pronounced it equal to the finest in Texas.

If you want an irrigated farm under the most favorable conditions, or a town lot in one of the most prosperous new towns in Texas, address

CONWAY & HOIT

Mission, Texas

FLOOD SITUATION AT MERCEDES

FOUR MEXICANS DROWNED—PROPERTY LOSS HEAVY.

Average Depth of Three Feet of Water Over Business District—Boats Used For Transportation—Part Canal Reported Gone. Special to The Herald.

Mercedes, Texas, Sept. 4.—2:30 p. m.—The situation at Mercedes since yesterday morning has been far more serious than was anticipated. The whole country around is flooded, the water being deeper than in the rise of 1904. In the lower part of town beyond the railroad the water is five or six feet deep, while the business district is flooded on an average of three feet over twelve city blocks.

Four Mexican men known to have been drowned in the flood.

The north end of the main canal is reported as gone, but the inverted siphon at El Fuerte and at the railroad, and the aqueduct over Anacuitas are all right. The water is now receding rapidly, however, and the situation will soon improve.

The citizens have used every effort to relieve those whose plight was more serious and boats were used to convey all who were in danger to the higher parts of town. The property loss will be heavy, being estimated at \$50,000.

SITUATION AT HARLINGEN.

Water Within 10 Inches of Bridge and Still Rising.

Special to The Herald. Harlingen, 4 p. m.—The Arroyo Colorado here has risen four feet since four p. m. yesterday and is still rising about three inches per hour. It is now within ten inches of the body of the bridge at this end. Three or four bents have washed from under the bridge on the Brownsville end and it is very unsafe.

It is said, however, that the bridge can easily be repaired and traffic probably will be interrupted only for a few days.

About 250 feet of the big flume of the Harlingen canal over the arroyo was washed away last night. A heavy rain fell here yesterday

afternoon and it is very muddy, but no overflow water has reached the town.

Bixby and La Feria.

Special phone messages report both Bixby and La Feria under water from the Llano Grande flood which submerged Mercedes.

Situation Improving.

Specialists from various other points up the valley indicate that the situation is improving. The flood is now receding at all points above San Benito, the crest of the flood apparently having reached that point this morning. The reports received by The Herald today follow:

San Benito, Texas, Sept. 4.—The river has risen here three-tenths of an inch since yesterday being now several inches above the July mark. It has not overflowed on the San Benito tract, however. The canal is taking fully ten per cent of the flood water, and all locks are opened letting the excess water run through and into the old reservoir beds, the natural drainage way, through which it will be carried on to the Laguna Madre.

McAllen, Sept. 4.—Water going down fast.

Donna, Sept. 4.—Water fell about a foot last night and still falling. Pumping plant still under water.

Falls Fast at Mercedes.

Mercedes, Sept. 4.—Water going down fast. It is now below floor of telegraph office a fall of six inches since yesterday.

Roma, Sept. 4.—River here is now at normal stage.

Sam Fordyce, Sept. 4.—River falling rapidly. It is now about one foot above normal level.

Mission, Sept. 4.—Water all down between Mission and Fordyce. Expect to have track repaired into Fordyce this afternoon. Damage comparatively light, water about all gone from around Mission and river falling fast.

At Brownsville.

The flood had increased at this point since yesterday afternoon by about one inch up to noon today, but has been falling since that time, having fallen about half an inch up to 4:30 p. m. The levees are still holding fast.

At Fort Brown, the river has eaten away about 200 feet of the levee protecting the National Cemetery and the water has invaded low places in the cemetery. It is not doing any special damage to the post, however.

DR. COOK LANDS AT COPENHAGEN

MET BY PRINCE CHRISTIAN AND OTHER DIGNITARIES.

Thrilling Story of Hardships Endured—Used Bows and Arrows After Cartridges Were Gone—Left Documents at Pole.

Elsinore, Denmark, Sept. 4.—The Hans Egede passed here at 5:30 o'clock this morning with Dr. Cook on board. The pilot who was to guide the vessel for twenty six miles through the sound to Copenhagen accompanied by the director of colonies including Greenland boarded the Hans Egede here. Dr. Cook declared he was convinced of his ability to prove the truth of his exploit by the daily observations he made in the vicinity of the north pole. Many other scientists returning from expeditions were also on board Hans Egede. All of them expressed their own belief in Dr. Cook.

Copenhagen, Sept. 4.—Dr. Frederick A. Cook the explorer, returning from his trip to the north pole, reached here at 10 a. m. today on the steamer Hans Egede.

When the steamer came into port Cook was standing on the bridge of the vessel, which flew the American flag and a box containing documents including a brief account of his trip and certain observations and data bearing out his claim. Captain Larsen of the Hans Egede said he examined Cook's records and he believed them to be perfectly correct.

In the course of an interview with an Associated Press representative on board the Hans Egede Cook declared with great emphasis:

"I have been to the north pole and I have brought back most exact observations, absolutely proving my statement. I kept a diary throughout my entire expedition in which I recorded the most minute details." Continuing the conversation Cook said: "It was not my intention at the start to proceed to the pole. I merely expected to go on an Arctic excursion. But as I found conditions favorable I continued on my way to the pole. I discovered two hitherto unknown islands. We missed depots which had previously been established but we came accidentally upon one of Mellville's depots, where we found provisions and instruments in an excellent state of preservation. Owing to the smallness of my expedition our requirements were not large. For the same reason we were able to proceed quickly. On some days we covered as high as twelve miles, which is extraordinary speed. As I approached the pole the Eskimos with me were utterly scared at meteorologic conditions.

"On the return trip our provisions became entirely exhausted. No animal life was visible and for three days we ate nothing. Then in a piece of the ice we caught several walrus. I had only a few cartridges left. I crept along the ice on my stomach, approaching the animals slowly so as not to scare them. I expended all my cartridges and as a result secured two of the walrus. Our lives were saved. We then broke our only sled and made bows and arrows of wood as the Eskimos do, and secured game with these arms. Again, near Cape York, we were virtually on the point of starvation, when we found a young seal sleeping on the ice. At Cape York itself we found traces of musk oxen which we traced and killed. From Upernivik to Egedesminde, I sailed on the same ship that carried the McClintock and Franklin relief expeditions."

"Did you reach the north pole, Dr. Cook," asked a correspondent of the Associated Press. "Yes, I did," replied Cook confidently.

When the launch approached the pier with Prince Christian and Cook standing side by side a tremendous roar of cheers burst out from the people on shore and from the assembled motor boats and landing boats, from the Russian warship in the harbor and racing shells clustered thick about the pier. Cook stepped ashore and in an instant the police were powerless to make way for the party. Cook and those about him were engulfed and swept along by the clamorous crowd. Maurice Egan, the American minister, and Danish officials literally clung to Dr. Cook. Together the party fought its way desperately to a point near the meteorologic building. Cook was "nursed and capless and part of his sleeve was torn off." "I used to be a football player, but this is the first I ever saw," he panted. Cook and Egan finally succeeded in reaching the balcony of the institute. The people crowding the streets and adjoining park yelled frantically when they appeared. Egan waved his hand toward Cook at an introductory reception the

TRAIN WRECKED NEAR NEWCASTLE

TWO KILLED—MANY PASSENGERS INJURED.

Thought to Have Been Done for Purpose of Robbing Express Car—Plan Did Not Succeed—Armed Guards on Hand.

By Associated Press. Newcastle, Pa., Sept. 4.—Train No. 3 Royal Blue, westbound from Pittsburgh to Chicago, when two miles from Newcastle at a little place called Chewton, suddenly ran into a misplaced rail. Wreckers had removed two fish plates, moved the north rail inside and pulled out spikes. The entire train toppled over on its side and slipped over a small embankment. Engineer John Dill and baggage master John McGarrett were horribly crushed, death being instantaneous. Of thirty or fifty passengers hurt many are in serious condition.

Immediately Pittsburgh, Elwood and other places were telegraphed to for help. Relief trains carrying all available physicians rushed to the scene. A chaotic condition was found passengers sitting around the wrecked cars, bleeding from cuts and bruises. A drizzling rain was falling. Relief trains were loaded with the most seriously injured and brought them to Shenandoah Valley hospital. Many were in a serious condition and at least three were said to be fatally injured.

The wreck is believed to have been done for the purpose of robbing the express car which was known to contain a large sum of money shipped from New York to Western banks. Baltimore and Ohio officials admit it was a pure case of accident. Immediately following the wreck armed guards were stationed about the express car.

Pittsburg, Sept. 4.—Officials of U. S. Express Company here stated today that no money was aboard the Royal Blue Limited, wrecked at Newcastle early today. The statement of the express officials it is believed eliminates robbery as the motive for the train wreck.

Baltimore, Md., Sept. 4.—Vice President and General Manager George Potter of the Baltimore & Ohio railroad today telegraphed General Superintendent Finney, that the road at Pittsburg offered a reward of \$25,000 for the arrest and conviction of the persons guilty of wrecking the Baltimore and Ohio Flyer at Chewton, Pa., last night.

The list of casualties was augmented today by the death of E. P. Kavanaugh, chief boiler inspector of the Baltimore & Ohio railroad, who died at Newcastle hospital today. The railroad police say the wreck is the work of railroad men, as the manner of extracting the bolts from between the rails and removal of the fish plates, indicated experienced workmen.

CINCINNATI SOUTHERN WRECK.

Three Men Killed in Accident Near Chattanooga.

Chattanooga, Tenn., Sept. 4.—Three men were killed and one seriously injured and three slightly hurt in a wreck on the spur track of the Cincinnati Southern railway at Retro, north of Chattanooga, today. The dead are L. L. Waters, of Dayton; Track Supervisor Herbert Vandergriff, Retro; Monroe Hickman, Retro, colored section hand. Albert Vandergriff was crushed under the car, losing a leg.

TEXAS CATTLE NOT WANTED.

Ozark Business Men Want Exclusion—Reservation to Be Opened. Bartlesville, Okla., Sept. 4.—A dozen of the most prominent business men of the Ozark reservation here today issued a call for a mass meeting of land owners to prevent further importations of Texas cattle. "The time has come," says the call, "to exempt Texas cowmen by industries, reliable farmers."

The Ozark reservation is to be thrown open to settlement by the government next month.

Executive made a brief address in Bartlesville. "My friends," he said, "I had too hard a time getting here to make a speech. I can only say to you that it is a good thing to be able to put my foot first on Danish soil." Later at the Bartlesville Hotel, Dr. Cook was given a reception by Minister of Commerce Hansen and a committee of the Geographic Society. The minister made a speech of welcome inviting Cook to be the guest of honor at a banquet tonight, which Cook accepted.

King Frederick received Dr. Cook today at a private audience at half past three o'clock this afternoon. The audience lasted for half an hour. The queen and her three daughters, Princesses Ingeborg, Thyra and Dagmar, were present. Dr. Cook was presented to his majesty by Maurice Egan, the American minister.

Rome, Sept. 4.—The entire Italian press is extending an enthusiastic welcome to Dr. Cook, the American explorer who reached Copenhagen today. Even Captain Cagni, who accompanied the Duke of Abruzzi to the polar regions, now that fuller reports have been received of the time it took Cook to travel from the 32nd parallel to the pole, admits that Cook is the first human being to reach the north pole.

MAIN CANAL 27 miles long, 250 feet wide and 20 feet deep. 13,000 acre feet of storage. 4 sections separated by locks and dams. Water stands 4 feet higher in each section than in the one next below. 50 miles of laterals, or branch canals now completed and in operation. Take our free automobile trip to the headgates and see for yourself.

WATER in any quantity desired flows naturally from the bottom of the Rio Grande into our main canal and from there into the laterals and out upon the fields. It does this when the river is low as well as when the river is high. To fill the canal we simply lift one or more of the eight gates in the big concrete wall.

SAN BENITO

On Main Line of Gulf Coast Railway—19 Miles North of Brownsville

The Delta of the Rio Grande is the most favored region on the continent for farming, trucking and fruit growing. San Benito is the most favored spot in the Rio Grande Delta because we have

Water in Abundance

Which is the One Thing Needful

AT SAN BENITO you will find the only Gravity Canal in the Brownsville country, the only Canal in the Valley that has navigation. We are now irrigating thousands of acres without pumps. Get off the train at San Benito or call at our Brownsville office, opposite Miller hotel. Write or ask for ticket giving you FREE AUTOMOBILE RIDE from Brownsville to San Benito via our Headgates. . . . WRITE FOR BOOKLET

SAN BENITO LAND & WATER CO.

SAN BENITO, TEXAS

ALBA HEYWOOD, Pres't. SAM A. ROBERTSON, Sec'y and Engineer

Cane and other products handled on barges (20x60 feet) through our series of locks and dams. The town of San Benito is growing rapidly. Splendid hotel. Running water in every room. Two splendid driven wells just brought in at San Benito. Pure sweet water at one hundred and eighty feet

Have you field levels to be taken? Laterals to be located and built?

I can put your field in best possible shape for watering. My long experience at your service.

Every man gets accurate and prompt attention and work that will stand.

J. A. CARD

Civil Engineer and Contractor
Harlingen, Texas

TO ESTABLISH AN OBLATE NOVITIATE.

Arrangements Made By Oblate Order at Brownsville—Brothers and One Novitiate On Stranded Train.

Arrangements have been made by the Oblate Fathers to conduct a novitiate for the order at the Oblate houses in Brownsville. It will be in charge of Father Goumelin, O. M. L., who arrived here this week from Laurel Heights Seminary, San Antonio.

The novitiate is a house of probation, in which candidates for the order who have finished their college course in the classics spend a year of preparation before entering upon their theological studies in the seminary, which it requires six years to complete.

The Oblate rectory is undergoing some improvements and repairs now to be in readiness for the reception of the novitiates.

Two of the Oblate Brothers from San Antonio who will come to assist Father Goumelin in establishing the novitiate were expected to reach Brownsville last night, having come down on the train that was stopped at Harlingen. With them is one candidate for the order who will enter the novitiate. A phone message received by the Oblate Fathers here at noon announced that the three were at San Benito, having walked there from Harlingen and wanting to know how they might come from there here.

FUND FOR MONTEREY FLOOD SUFFERERS

The following is a corrected statement of the amount received for the Monterey sufferers. Part was received too late to be included yesterday.

Total given Sept. 3	\$215.35
Learners Club (collection)	8.25
Mrs. M. Douglas	5.00
	\$228.60
Cost of telegram	1.15
Total, Sept. 4	\$227.45

The amount wired to U. S. Consul General Hanna yesterday was \$222.45. The balance will be sent Monday.

UNCOMFORTABLE EXPERIENCE OF SHERIFF CLOSER.

Attempting to Return from Mexico Was Four Days Virtually Prisoner on Sleeping Car.

To be immersed in a motionless sleeping car during four days and nights within sight of a good hotel was the tantalizing experience of Sheriff John Closer, who, with Mrs. Closer and the latter's mother, Mrs. M. Dougherty of this city, arrived on the main line train Thursday night. Sheriff Closer and family had been at Saltillo the past 3 weeks. Being summoned home on business, the sheriff said goodbye to his folks on Saturday morning and boarded the train which should have left the station a few minutes later.

Leaving time came and went and not a wheel turned. An inquiry elicited the information that the flood had interrupted railroad communication between Monterey and the outside world, but that the train was likely to pull out at any moment. Thus it went all that day and two days succeeding. The train would leave within the next hour or two surely, the officials continued to reiterate, and not wishing to lose the first chance of getting away, Mr. Closer refused to stray from his place of confinement. It was finally announced positively that Tuesday morning would see the train on its way, so Mrs. Closer and Mrs. Dougherty, who had meanwhile decided to return also, joined the sheriff in his Pullman cell where they had the pleasure of staying gazing at the same landscape all day. Finally, at 9 o'clock that evening the embargo was lifted and the train pulled out.

Mrs. Dougherty came right through to Brownsville, but Sheriff Closer and his wife got off at Raymondville in the hope of finding a conveyance there to drive them over to Chapin. Miss Mamie Closer, who accompanied them to Saltillo, has gone to Mexico City with Mrs. W. A. Rutledge of this city, who was also visiting at Saltillo, for a two weeks visit to the Aztec capital.